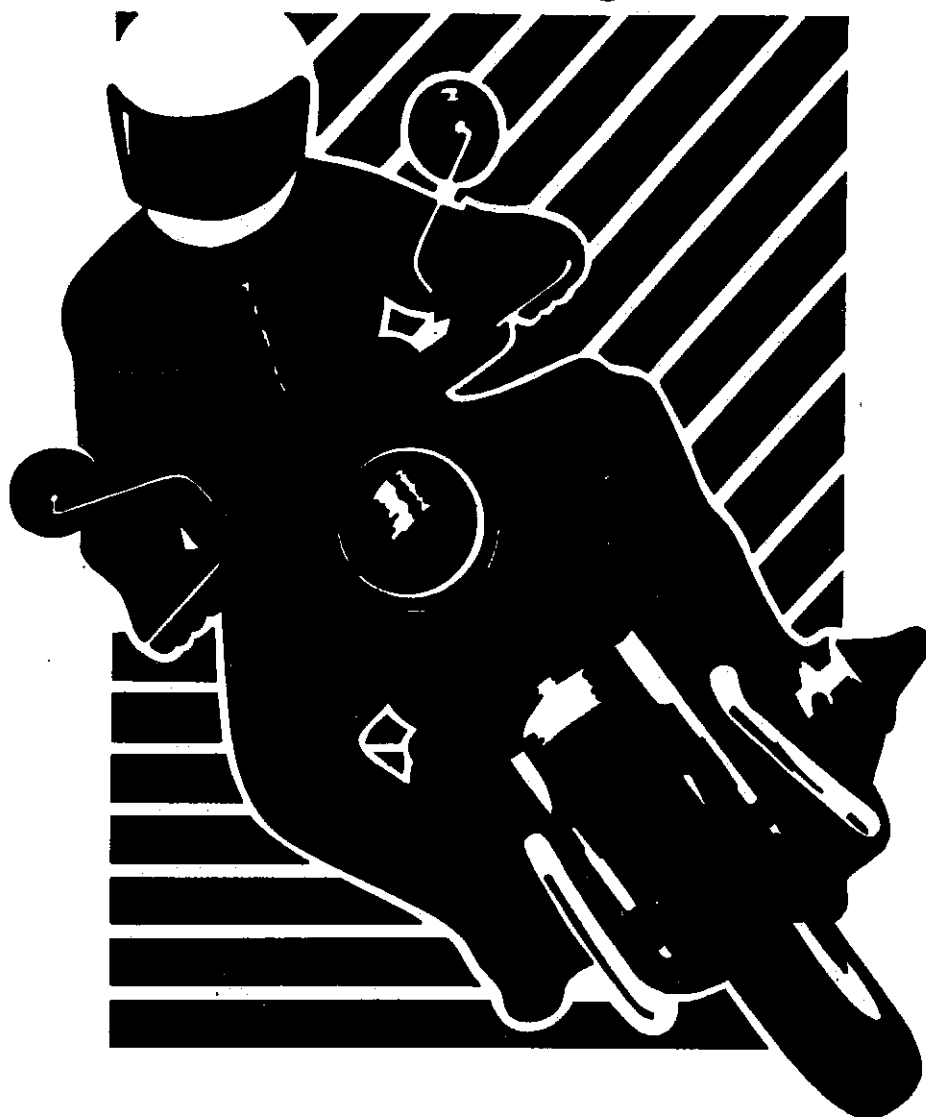


Aug 92

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

AUG. 1992

SUNDAY 9th.	WARATAH BAY 9.30 KBCP 10.15 Hallam Ben Warden leading. "Arduous ride"	Down to Drouin, Korumburra, Leongatha, Meeniyah & Fish Creek (lunch). Then Waratah Bay, Walkerville, Tarwin Lower, Inverloch, Kongwak, Korumburra, Warrigul and home.
SUNDAY 16th.	FLOWERDALE 9.30 KBCP 10.30 Yarra Glen Michael Chan leading	To Healesville, Toolangi, Kinglake, Kinglake West, Flowerdale, Yea & Strath Ck for lunch. Then Break O'Day, Glenburn and St.Andrews. Break-up will depend on time.
SUNDAY 23rd.	Mt. MACEDON Economy Ride. 9.30 KBCP Ben Warden leading.	After filling up with petrol this leisurely ride will head to Whittlesea, Wallan and Woodend. Then Mt.Macedon, Gisborne and Bacchus Marsh for lunch. While here re-fuel and calculate economy.. Home via Brisbane Ranges, Anakie and Werribee.
SUNDAY 30th.	ALEXANDRA Timber Tramway Museum 9.30 KBCP 10.30 Yarra Glen Ian Payne leading.	From Yarra Glen to Warburton, Marysville, Eildon & Alexandra. Then a look at the Museum which displays artifacts of the timber industry from the last Century. (includes steam & diesel engines). After lunch, across to Molesworth, Yea & Kinglake West.
<u>SEPTEMBER</u>		
THURSDAY 3rd.	General Meeting AUCTION NIGHT Club Hall 8.15pm sharp	Our annual auction is a chance for members to sell those items they no longer need. (Doesn't have to be motorcycle related) NOTE: A 10% commission on all goods sold is charged by the Club. A "FUN" night so don't miss it.
SUNDAY 6th.	UPPER YARRA DAM "BBQ LUNCH" \$1.00 Members. \$5.00 Non-members. 9.30 KBCP 10.15 Hallam	This scenic spot near the Reefton Spur will be the venue for our informal BBQ. The club will supply bread, meat, salad and cordial drink for a small fee. The usual organised ride before and after the BBQ, so come along to ride or socialize.

MOTOR CYCLE TOURING CLUB OF VICTORIA
GENERAL MEETING HELD 2/7/92

1. **Call to Order 8:38pm**
2. **Attending**
53 members and guests
3. **Minutes of the last general meeting**
4. **Correspondance**
Eleven renewals
Lottery tickets
5. **Captains report for July**
Weekend 6-8 June
Swan Hill with Ian Payne leading. 12 bikes, 19 people. Fine but cool weather, with 580km there and 460km return. Write up by Colin Davies, Ian and Andrea. Stuart Bates crashed. Stuart F and Anita ran out of fuel. Clifton, flat battery. Robs BMW fell over in the sand. John Barta, headlight fell out. Tom, speedo
June 14
Moondara Reservoir Moe. 21 bikes 24 people, Michael leading . Overcast but no rain. 450km reviewed by Rob Langer. Daryl Cole, chain.
June 17
Pancake Parlour. 26 people Terry's birthday. Adam and Jennifer riding.
June 21
Indoor Go Karts, Oakleigh. Ian Payne leading. 33 people. Sunny but cool weather. 120kms. Reviewed by Luke Richardson. Incident free. Good discount.
June 28
Poker run Alexandra. Michael Chan leading. 27 bikes, 35 people. Foggy, then sunny weather. 400km. Reviewed by Ferdie (non member). No crashes. Terry Mountney won day with 4 of a kind. Free membership, and \$30. Carl ran off road.
6. **New Itinerary now available**
7. **Christmas ride**
Suggestions invited.
8. **Club Flag Presented**
9. **General Business**
Club Member of the Year Trophy presented
Door Prize
10. **Adjourned 9pm**

WHO's NEWS

Bon Voyage to Lisa Robinson who's off to England for a couple of months holiday.

Also on holidays was John van Dorp who had a trouble-free run up to Queensland on his Honda VF1000.

Tom & Andi have also been north on a 4700klm round trip to northern NSW. Unfortunately the trip was made on ONE bike after Andi's R80GS "died" on the Wonthaggi ride. Initial opinion is a dropped valve or broken timing chain.

Congratulations to Dot Schwarze and Jennifer Noble who have successfully obtained their motorcycle Learners Certificate.

Gary Yate's Tengai will be gathering dust while it waits for Gary to recuperate from his recent Knee reconstruction,

The GSX750 Suzuki of George Lardas has come in for some recent attention which included an excellent RED paint job.

On BMW Icicle Ride, Gary Clifton was an early retirement after getting a puncture. Turns out the "object" was a CHOP BONE that did an great job of rendering the near new rear tyre un-repairable.

Also on Icicle Ride, Adam & Simon Locke, sleeping through the alarm, missed the 12 midnight start and made a dash for Yea intending to join the ride there.....
.....but missed them by 10 minutes.

PHILLIP ISLAND RACE DAY. Here's a chance to race your bike around this famous track, Cost....\$70, Date....Saturday 22nd August. Contact Tom Saville quick!

CLUB PERSON OF THE YEAR:

To make the awarding of this trophy as impartial as possible, the Committee have decided upon a system where points are allocated to members who participate in club activities over the year.

Points are as follows:

Newsletter contribution (write-up or article).....	2 points
Participate on a ride.....	1 point
Lead a ride.....	1 point (extra
First time leader of a ride.....	1 point (extra

The only criteria is you must be a financial member and newsletter contributions will be vetted by the committee before points are allotted.

As the system will be used over THIS year, it is important that write-ups contain an accurate list of participants. But as a back-up, a progressive tally of members points will be displayed at Club meetings so any discrepancies can be ironed out. Also, ride leaders are to be discouraged from doing their own ride write-ups so as to avoid any accusation of unfair advantage.

CLUB CHRISTMAS CAMP:

For this year we intend to stay at Rosedale, which is situated 190klm east of Melbourne. Close to the Gippsland lakes, The Ninety Mile Beach, Licola, Dargo and Omeo.

The Rosedale Caravan Park is located on the Princess Hwy and offers Cabins, On-site vans and Camping. Usual facilities plus BBQ, swimming pool & campfires. Watch for booking form in forthcoming newsletter.

The Australian rounds of the world superbike championship and the world endurance championship scheduled for Phillip Island on October 17-18 will also host support races for Sidecars, 125cc, 250cc and 600cc Supersport machines. With all this action taking place a campground is to be set up around Southern Loop with 24 hour shops, toilets and showers. As this years Six Hour race is to finish in the dark late on Saturday evening this is the ideal way to view the action. For more details, contact the Phillip Island circuit, tel (059) 522710.

POKER RUN - 28 JUN 92

Route: KBCP, Yarra Glen, Healesville, Toolangi, Kinglake, Kinglake West, Flowerdale, Strath Creek, Yea, Molesworth, Alexandra, Eildon, Thornton, Taggerty, Buxton, Marysville, Healesville.

Who knows why so many came to ride on such a cold mid-winter's day. Could it be that all MTCV'ers are closet gamblers? Perhaps we're all just dedicated die-hards or maybe that looming 's' form was all too much.

For your information, for some weeks the GSXR's steering damper had been weeping oil to the point where it was virtually ineffective and so I removed it for this ride. It was this ride that confirmed my suspicions that Suzuki steering dampers are synonymous with Amex cards. You don't leave home without them! I digress.

KBCP saw the usuals and some heading via standard route to Kew Boulevard, Warrandyte, then Xmas Hills (tankslap no 1) to Yarra Glen with myself leading and Gary Pincott actually volunteering to be rear rider. That's what I like to see. Upon arrival we were met by more usuals. At this stage card one for the day was drawn.

For those interested, the idea of a poker run is to have five stops, a card dealt at each, and at the end of the ride the best hand wins a prize. In fact, the cards used were ex-Adelaide Casino (holes punched) using all 52 plus 2 jokers as wilds with different dealers each time. In theory a deck like this would eliminate any cheating.

From Yea we wound our way through fog-shrouded Toolangi, Kinglake, Kinglake West and the downhill 70, 70, 70, 60 kmh corners experienced mishap no 2 when the rear let go in a major way. Once out of the hills and toward Flowerdale the previously overcast day turned sunny just in time for the ever-enjoyable Strath Creek Road which was.

At Strath Creek card no 2 was dealt, morning tea had and petrol got where necessary. The card situation hotted up when a few pairs appeared.

Due to popular demand, we avoided the planned 'good dirt', passing Yea then detouring toward Alex via a great road from Molesworth, where speeds picked up a little inducing tankslaps nos 2, 3, 4 - not to mention the insistent urging of two particular FZR's, to pick up the pace more so (apology accepted).

Lunch was at Alexandra as was card no 3, not to mention the two big blackies on the road on the right-hander into town. Oblivious to most the Dutch 500cc GP was playing in the pub across the street which yet again saw another Honda victory.

The score really heated up here with all odds on George L with best hand of three fours so far. Eildon was next stop and apart from getting a little geographically embarrassed, card no 4 was dealt overlooking the expansive dam wall and surrounds. Without much of a delay we headed homeward via Thornton, Taggerty then Buxton and Marysville, followed finally by the mad dash through the car infested Black Spur to Healesville to break up. On reaching Healesville the last card was drawn and after careful deliberation it was announced that Terry (recently birthday boy) Mountney was winner holding four of a kind, thus winning free club membership for '92/'93 and \$30 cash. Personally I feel Gary Clifton should have won with best poker face of the day. By all accounts a fun day was had and thanks to Gary for being rear rider.

Poker Hands

		1	2	3	4	5	
Michael Chan	GSXR1100	4H	3C	10H	KD	4D	1 PAIR
George Lardas	GSX750	4S	JKR	4C	6D	AH	3 OF A KIND
Paul	CBR1000	8S	4C	QS	-	-	N/A
Damian	PILLION	7S	7S	2S	-	-	N/A
John	GOLDWING	KS	QD	QD	KH	8S	2 PAIR
Michelle	PILLION	8H	5C	4H	10D	2H	NIL
Gary Pincott	K10ORT	2S	3D	JS	7H	3C	1 PAIR
Carl Merz	CBR1000	JKR	9D	JH	5C	QH	1 PAIR
Eric Merz	FZR1000	KD	6H	AD	6H	2H	1 PAIR
Walter	GPZ900	10D	5D	9S	AS	6S	NIL
Louise	PILLION	QS	10S	8S	3C	4S	NIL
Martin Bastock	CBR1000	7C	JC	7H	6C	JS	2 PAIR
Karen	PILLION	JC	8S	3D	3S	4C	1 PAIR
Gary Clifton	CBR1000	AH	JC	KC	JKR	10D	STRAIGHT
Iain MacInnes	VFR750	KH	KS	5H	JS	9S	1 PAIR
Steve Leyland	GPX750	4C	2S	9H	AH	3D	NIL
Andrew	GSXR750	5C	JKR	10C	7D	2C	NIL
Mary	PILLION	10H	2H	8D	7C	6H	NIL
Sam Sirianni	FZR1000	JH	4D	KS	7S	JC	1 PAIR
Ben Warden	ZX10	7D	2D	6S	AC	7S	1 PAIR
John Clowes	FZR1000	9S	6C	KD	10H	QC	NIL
Eric Makin	FZR600	4D	3S	10S	KC	JD	NIL
Terry Mountney	GPZ900	6C	9H	9C	9C	JKR	4 OF A KIND ✖
Jamie	PILLION	KC	5H	5S	2D	10C	1 PAIR
Robyn Bowra	GSX1100S	10S	AC	7D	3D	KD	NIL
Jack Youdan	CBR1000	QC	7H	3H	6S	AC	NIL
Andrew Dunn	K10ORS	JKR	KD	2C	5D	3S	1 PAIR
John (2nd)	CB900	AC	5S	JKR	9S	8C	3 OF A KIND
Les (1st)	VT250	9H	8D	6D	KS	4H	NIL
Andrew Kennedy	CX500	9C	6S	7S	2C	2S	1 PAIR
Harry Miller	FZR600	2C	3H	2D	10S	2C	3 OF A KIND
Ferdie	ZZR1100	2D	KH	JC	4C	6C	NIL
Kylie	PILLION	5D	5S	4S	5C	4D	FULL HOUSE
Tom Demosthenous	VT250	3D	QS	JKR	-	-	N/A



MICHAEL CHAN

THE BMW MOTORCYCLE CLUB 1992 ICICLE RUN

Why do we do it? These thoughts usually circle around in the darkness of my doubts when considering something potentially more dangerous than being a couch potato on a Saturday night.

I have only gone riding at night a couple of times before and usually not by choice. My eyesight is not the best at the best of times! But I'll try anything at least once....

Plans were made during the day (I set the alarm and went to bed). I figured it would be a bit colder than the usual dawn ride to Yarraville, so I wore an extra windcheater and took some inners for my gloves. It turned out that the cold was not so much of a problem (Not like September in Tassie, anyway!) but our visors kept on misting up and would not clear! I wound up riding with mine up halfway - Boy, does that keep you awake!

I met up with Margaret Shelley, who was weighing down the back of Luke Richardson's FJ1100 for him, at the Circle K in Mill Park North. There also, a CBR1000 with Gary Clifton on board. I recognised other club members such as Lisa(?) and David(?), who with the rest of us, headed off at Midnight - Destination : Yea.

Directions were courtesy of the BMW Club, who also provided sealed emergency directions for those who missed the turns in the dark. Most people managed well without them, since they all seemed to know where Yea was, anyway. I knew where Yea was, I just didn't know where Mill Park was! I just turned my headlight to park and followed Luke & Megs closely.

The route was basically out through Whittlesea, up towards Kinglake West and down through Flowerdale to Yea. This section claimed one casualty, the icy road scratching a finger and losing an indicator from an unlucky bike. Fog and generally cold mountain air were the main features of this section.

Yea involved a fairly long stop for much appreciated BMW M/C Club provided soup. Directions for the next section were handed out and worried punters consulted Maps and discovered - Aargh! Dirt! Alternatives were half heartedly considered, but we all headed out towards the turnoff at Molesworth. I figured if anything was going to vibrate off my bike (including me!), then it didn't really need to be there anyway. Slow progress was made to Caveat and Highlands with alternating good bitumen and some fairly good (except for those corrugated corners) dirt roads. It was a comforting sight to see the string of headlights stretching out in front and behind as everyone progressed in single file through the hillsides.

Avanel was the eventual next stop, after a stretch on the old Hume through Mangalore from Seymour. Another long break in a 24 hour truck stop warmed the fingers back to a moveable condition. The next set of directions indicated a stint on the Freeway with a turn off onto the old Hume again around Wandong.

The final destination was the T.H. Westfield Reserve opposite Fairfield Hospital. Unfortunately we decided that the park at the other end of Yarra Bend road looked better, so we went there first. Realising that the bloke getting ready to cook his brekky was not exactly catering for about 60 hungry and cold motorcyclists, the directions were consulted and we sped back in embarrassment to the correct park for a welcome cooked breakfast (and some of Luke's toasted marshmallows).

Just before dawn the badges were handed out and the group slowly dispersed into another day.

P.S. My lasting impression from this ride will always be the Guy on a BMW who had so much on underneath that his leathers looked about ready to burst!

Iain MacInnes - VFR750



The "Birthday Girl" Margaret

TEN PIN BOWLING - VIA ARTHUR'S SEAT - JULY 5

(or "Thoughts from inside a small mind")

City - Hallam - Upper Beaconsfield - Pakenham - Koo Wee Rup (Breakfast for some, Morning Tea for others) - Tooradin - Tyabb - Red Hill - Arthur's Seat (long lunch break) - Mornington - Moorabbin Bowl.

It's Sunday again and I'm cruising along those wonderful sweeping roads between Hallam and Upper Beaconsfield. The sky is blue, the air is clear but crisp and the rolling countryside is lush and green. This is my therapy from the pressures of work.....but today I'm just *not relaxed*. I have these disturbing thoughts going on in the back of my mind - you see I've got this report to write for the club ride.

"How the hell did I get myself into this mess!" I keep asking myself. "I didn't offer!" Good god, all I wanted to do was to go for a ride in the country. I wanted to get a break from my thoughts of work. I wanted to be totally consumed by concentration on my riding, (the need to keep myself alive!) as the adrenalin of riding fast pumps me on.

Steve! That was it ! It was Steve who dobbed me in.....I'm going to get that....

God what was that!

A red and white GSXR750 flashes past!

My loss of concentration on my riding, thinking about what I should write, frustrates me further as I realise I have no idea who is around me on the road I'm acting as if I were a Sunday driver in a tin box Volvo.

To hell with thoughts of the report. I drop the CBR1000 back to second, yank open the throttle and we leap forward together. Up through the gears pulling 9500 on the tachometer and I feel better as I get the GSXR back into sight. The reality is I could never seriously catch the GSXR given the different design of the two bikes and the tight corners; but I feel better now!

My thoughts drift back to the report I must write. "Now what am I going to write in this damn report?" I think to myself. Lets see I could start off with

"The first thing I saw when I rode up to the city start point was a big shining Harley-Davidson Fat-Boy, all chrome and deep gloss black paintwork. Club members were giving their points of view on the merits or otherwise of this intrusion into our "Sometimes Sports, Sometimes Touring, Sometimes Social, Motorcycle Club of Victoria."

Well, the Harley didn't seem to have read our rules - it didn't even seem to care. In fact, it just did what comes natural to all Harleys - IT JUST COMMANDED ATTENTION.

Strange and infuriating isn't it; how we can spend so much time denigrating these beasts of (financial) burden and they don't even care! I say "financial burden" because on speaking with its proud owner, Anthony; the on-road cost of \$22,000 is not something that most of us could afford. This is Anthony's forth Harley and he is certainly interesting to listen to as he is quite pragmatic as to the Fat Boy's virtues and shortcomings.

"Yes, it dose look good, doesn't it. " and

"Yes, they are a lot of money" and

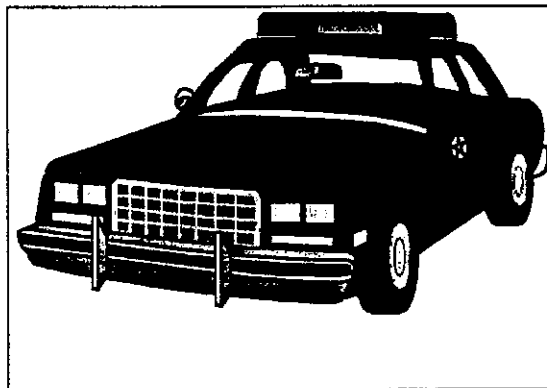
"No, your right, they don't handle - in fact they're lousyand whilst we are talking about it - the brakes are useless too!"

It was evident that Anthony had been through all these questions hundreds of times and this confirmed what I guess we all know in our biased heart of hearts. No matter what logic you come up with, no matter what you think of a Harley, they're just like women - EMOTIONALLY THEY COMMAND ATTENTION.

Jeeesus, it's that GSXR again!

It screams past me!

I flash a glance at the spedo. I'm cruising at 110. The road is straight and flat. I forget all about the report. I'm back to third. The front end becomes light on the bumps as the revs pass 9000. Into forth and the road is still clear. The throttle is full open. The cross wind is a bit of a concern. My eyes flash to the spedo again. The needle passes 210. I'm only just closing on the GSXR. By the time I catch up and need to back off I see we have pushed the spedo passed the 230 mark.



I feel both pleased with my investment in the Honda and the chance to ride with people from the club who's abilities you understand and respect.

Back to cruising at 110 and back to the report . Where was I now? What else can I write? I think to myself. Yeah; that was it, my thoughts were on women and those who command attention I could write.....

"And whilst I'm on the subject of women and those who command attention - Cynthia, with her new (4 months old for Cynthia) but second-hand Honda CBX250 took my attention. I know that those of you who are regarded by some in the club as "hoons" might just have to move over for an emerging learner with a taste for controlled speed. Maybe Cynthia's ability to pick the right line and get the most from the little 250 comes from her observations whilst on the back of Garry's GSXR1100. Or, maybe it has something to do with Cynthia's ability as an accomplished snow skier; where picking the right line and maintaining maximum speed on downhill runs is the key to success. Whatever the answer, there is now more reason to keep your eyes out for the slender black leathers and the flying blonde ponytail!

(I somehow wonder if Cynthia's colleagues in the traditionally reserved Human Resources area of BHP know of her alter ego?)

Up ahead I see a bike swing out to the right side of the road. My instincts demand my attention as I sensed something isn't right. I back off and raise a cautionary hand above my head to warn the bikes behind. Horses. Two of them. Kids on board. One horse out of control, bucking, side-stepping. All bikes come to a halt. We wait. More bikes gather behind. There are now nine bikes waiting patiently. The kid gets the horse under control and off into a paddock. We wait till we're sure the kid's OK and move off with a wave. I think to myself "I'm proud to ride with this group who collectively show such consideration".

We arrive at Arthur's Seat where I find out that Michael has scrapped out the lower portion of the GSXR's left hand fairing. "A status symbol!", thinks I. Anyone who is that far over on a GSXR 1100 deserves respect! Like a lot of things in life however my awe is short lived as I find out he also ran out of gas earlier on in the ride - definitely NOT a status symbol for Club Captain!

Andrew's CB 1100R has always impressed me as a bike of solid character and indeed Andrew both maintains it and rides it that way. With its two new tyres and new front pads it was clear that Andrew was out to show us all that age, of both bike and rider, doesn't necessarily have to slow you down! Despite its age this bike looks like a race machine and with its classic lines will always do so.

So how dose this bike compare? On the straight you'll be hard keeping up with Andrew but it didn't go unnoticed that in having a bit of a fang up Arthur's Seat the Honda went wide on several corners as Andrew tried to keep up with the later technology bikes that are lighter and have shorter wheelbases. Good try Andrew!

As we head off from Arthur's Seat my mind returns to the damned report. What the hell will I write about? I could write about.....

"Doug on his ZX-10 Ninja - colour co-ordinated from head to foot - from bike to leathers - from leathers to helmet. With the grey and black undertones, all set off with red pin-stripping. Here is a rider of sartorial splendour, I think to myself...."

We get to the Moorabbin Bowl and I have to leave - thoroughly exhausted. Not from the ride, but from thinking about what I'll write!

MARTIN BASTOCK. HONDA CBR 1000

RIDERS:

Tom - Spada
Andrew - GSXR 750
Cynthia - CBX250
Garry - GSXR 1100
Chris & Merryn - FZ 750
John - K100
Mark - FZ 750

Eric - FZR 1000
Colin - RZ 250
Carl & Andrea - CBR 1000
Anderw - CE 1100R
Stewart - CBR 1000
Paul - CBR 1000
Jack - K100

Robert - FZR 1000
Campbell - GPX (1st ride)
David & Leanne - GPZ (rear)
Anthony - Harley (1st ride)
Venna & Dianne - GSX 750 #
Geoff - RZ350
Michael & Kylee - GSX 1100
Steve - XL 600
Martin CBR 1000
Doug ZX 10
Ian - XJ900 (leader)
Derek - Laverda 1200 #
John - GS450 #
Harold & Terena - XL600 #

Thanks to Ian for organising the
day and being lead rider.

Club Laverda.

10 PIN BOWLING SCORES

Name	Game 1	Game 2	Total	Av.	Name	Game 1	Game 2	Total	Av.
Iain MacInnes	144	161	305	152.5	Eric Merz	94	127	221	110.5
Simon Locke	144	156	300	150	Venna (L)	103	95	198	99
Ben Warden	154	142	296	148	Vicki Piller	73	109	182	91
Harry Miller	150	132	282	141	Chris Lee	86	88	174	87
Merryn (V)	125	137	262	131	Terena (L)	87	83	170	85
Andrew Dunn	105	156	261	130.5	Steve Leyland	84	84	168	84
Rob Langer	126	130	256	128	Bruce (L)	80	73	153	76.5
Gary Clifton	158	94	252	126	Colin Davies	85	64	149	74.5
Harold (L)	129	119	248	124	Nadene (V)	60	84	144	72
Ian Payne	87	153	240	120	Margaret S.	73	58	131	65.5
Luke R.	116	121	237	118.5	Adam Locke	71	43	114	57
Stuart Bates	109	117	226	113	Kerrie G.	42	62	104	52
Tony (L)	122	101	223	111.5	Dot S.	32	58	90	45

Club	Total Score	Players	2 Game Av.	Game Av.
MTCV	4394	÷ 21	209.2	104.6 ✕
LAVERDA	992	÷ 5	198.4	99.2

Spectators

Pam & Naomi Dunn

Daryl Cole & Josephine

(L) = Club Laverda member

(V) = Visitor



Bowlers

TESTING TRIUMPH TRIDENTS AND CLAUSTROPHOBIC TENDENCIES

Some mine tourers and Triumph testers----

Megs GPZ550, Martin & Karen CBR1000, David GSXR750, Luke FJ1100, Peter GT750, Ian VFR750, Ian FZR600, John GSXR1100, 1st ride. Gary Tengai, Tom FZR1000, Paul & friend Ducati 750, Geoff RZ350, Eric FZR1000, Rob FZR1000, Jack K100RS, Andi R80GS, Ray ZX10, George GSX750, Carl CBR1000, Steve GPX750, Andrew GSXR750, Laurie R80GS, Sam & Rita FZR1000, John FZR1000, Eric FZR600, Ian Trident 900 and Ben ZX10 leader. Gary & Dot CBR1000

I'm confused about this ride as I'm not sure where we went. After checking the July magazine front page about all I can say is we got to the State Coal Mine at Wonthaggi and came back via Invaloch, Konwak, Jumbunna, Drouin and Pakenham. We were stopped at Loch on the way down and as I enjoyed yet another home made pie [87kgs and rising, no wonder the RZ seems to be getting slower.] got a nudge on the shoulder from Ben our ride leader who announced that 5 others had said no to the write up and I'd better do it or the RZ would be subjected to another piston replacement. The RZ survived so here's the write up. [I would like the names of those other 5 though.]

Anyway after the Loch stop we headed south , using those Ben type farmer's roads. I remember many corners, some with cow dung, some with plain mud, some just wet and quite a few dry, going down anyhow. The rain came when we were underground in the mine and so the ride back was mainly wet.

Incident reports were thin on the ground despite my pleading for material of the gruesome kind. The only one mentioned to me by Luke FJ1100 was of Andrew GSXR750 having a save of the day coming into Invaloch on a very wet Cape Patterson Invaloch road. Back end loose, then straightened up in time to slowly come to rest in the right hand ditch. No damage just increased heart rate. One other incident was mentioned which involved Karen on the back of someone's bike, [not Martin's CBR1000] and a slip in some mud. Sounds a bit suss to me. Anyone with more gossip please publish.

The point of this ride was the mine visit. 24 people paid their \$4 and down we went. A 1000 metre descent down a hand cut shaft to the working levels where the methods of coal removal were explained. The conditions under which the miners worked caused quite a few comments. Those miners really earned their pay and many payed with their lives, between 1910 and 1940 72 lives were lost.

One such incident is described in a book by Phillip Harper, 'The Wonthaggi Coalfields'-----

'A fatal accident occurred at the State Mine on Friday night 18 May 1917, the victim being a well known miner, James Lucas of Peverill Crescent. While working with his son underground at No 10 shaft, a piece of stone weighing about

one hundredweight [112 pounds] fell on his head pinning him to the ground. He lived only a few minutes after the stone was removed. Deputy Harry Richards said there was no overhanging clod at the timeIn my opinion [Richards] there should have been a ''sprag'' under the clod which would have prevented the accident.....''

We were transported out of the mine by skips which were pulled up a cable. Out into the open which was by now very wet. Suit up and off to Invaloch and a direct route [sort of] home.

The Pres had a new toy on loan from Peter Stevens who had said to the Pres ''Give it some exposure''.

The toy, a Triumph Trident 900 was certainly exposed. Many people had a blast and depending on what bike one moved from, the impact of the 900 varied. For me, coming off a rattly RZ350 it was awesome in the low down grunt department. I want one.

Maybe coming off an FZR1000 or ZX10 the Triumph would not feel so powerfull but most people commented on the broad spread of power. There may be some write ups coming [Hint hint people] My time on the 900 was only a quick blast along the freeway to the ride end at Narre Warren so handling is still a mystery.

Ray ZX10 however noted that it was British and as he still has nightmares about a Morris 1100 he once owned would not trust its build quality. It looked OK to me. Anyone want a male & female matching pair of adolescents for a Triumph kind of price see me.

Talking of money matters Rob FZR1000 had an offer from Andrew GSXR750 for his fizzer. I wonder if it was the Invaloch slide that prompted the offer.

5p.m. finish at Narre Warren and the rain had eased by Drouin so all in all a good day. Thanks Ben [leader] and Megs GPZ 550 and Martin & Karen CBR1000 for doing the rear rider chores.

Geoff RZ350

P.S.

Daryl Cole & Josephine arrived by car.

Alex Oberhofer-K75S arrived too late for the tour.

Gil Oberhofer-K100RS " " " " " "

TRIUMPH TRIDENT 900

ROAD TEST REPORT

Not having been on a club ride since Easter due to work commitments I was pleased to get the chance of a final sensible ride (ie, hoon) before having surgery on my knee.

Just making the 10.15 meet up at Hallam I had the chance to pass a few of the rear markers when I recognised Ian. But that's not an XJ! Shit, the Pres has a new bike says I. Turns out Peter Stevens (city) phoned Ian and offered him a test bike for the weekend and the bike Ian reluctantly took for a ride was a Triumph 900 Trident. Ian being a good bloke and all that rubbish decided to spread his good fortune around the members on the ride. Here is my humble opinion of a very worth while bike.

Outwardly it looks like many other Jap/German type bikes styled like a Jap road bike. The paint job in British racing green was a novel touch. No dayglow horrors here.

Once mounted the controls/switches fell easily to hand. One annoying feature is that you can't start the engine with the stand down. Minor, but irritating.

Engine

Get the engine running and two things are noted immediately. 1) It's very smooth, and 2) it's very quiet. The power from this very responsive engine was delivered by the lightest clutch I've ever used. A real treat. Engine braking was also excellent.

Gears

All six of them were very positive and I never missed a gear once.

Brakes

Wow! What can I say. You can pull this bike up on a sixpence with these brakes. (For the colonials a sixpence is about the same size as a one cent coin.)

Ride/comfort

A very comfortable bike to ride. I felt very comfortable very quickly. The saddle was comfortable not plush. Taking the bike up to an indicated 160 kmh was as fast as I would comfortably go without a fairing.

Clocks were very easy to read at all speeds and the Trident would happily sit on 60 kmh in town with no real gear changing needed. Even at 100 kmh in the twisties the Trident was quite happy in sixth most of the time.

The bike is not very heavy and steers very positively and is very responsive without being twitchy.

In conclusion, a very nice package. Best points: engine, clutch & ride. Grumbles: lack of suitable fairing, although one is available. Micro switch on side stand. I liked this bike and would consider buying one if funds were available.

Thanks for the loan Ian. I really must get myself a sports bike of some sort. After all, my chookie just dosen't cut it against most of the members. As a side note everyone who had a ride of the Triumph got off with a big stupid grin their face. I guess they liked it to.

Gary Yates - KL650 (for now)

Speed cameras pay

Collisions down 23 percent; injuries down 30 percent; and fatalities down 37 percent, a huge saving on all accounts.

The associated savings in hospital and rehabilitation costs, insurance and panelbeating, trauma and grief are enormous since the introduction of the speed and red light camera programs at the end of 1989.

Savings to the community are in the range of \$200 to \$400 million, not including the penalties.

The Mechanical Branch and the Institute of Mechanical Engineers recently visited the Traffic Camera Office, to find out how state-of-the-art technology has brought about this social benefit.

The Assistant Director, Ron Cook, gave a lucid and expert review of the many factors involved, followed by demonstrations of the hardware and software that make it all happen.

The objective is a long term change in driver attitude to speeding.

The program has provided 60 speed and some 35 red light cameras, located temporarily and randomly at some 7000 different locations throughout Victoria, thus giving an effective, economic coverage.

The proportion of vehicles detected as exceeding speed limits has dropped from 23 percent to less than six percent and those exceeding by more than 30km/h from 1.5 percent to 0.5 percent.

Offenders in 100km/h zones have fallen from eight percent to virtually nothing.

TECHNICALLY

The cameras, laser-doppler speed sensors and related electronics, are supplied by GATSO in Holland, but much of the software has been locally developed.

Initially, the problem

lay in processing photographs through to the mailing of infringements notices; about 30 minutes was required for each case. Software and database development has now reduced this to about 20 seconds per case.

The camera units are mounted on tripods or unmarked cars at the roadside, perhaps only for an hour or so at any particular spot.

The speed of every vehicle is monitored; those significantly exceeding the speed limit are photographed, both approaching and receding.

Hence, two views of the offending vehicle might be obtained.

Colour ASA 200 Gold film at one millisecond exposure is used, in cassettes holding about 800 exposures.

Night photos are practicable.

After developing and printing, the photos are monitored by trained operators, each armed with a VDU giving virtually instant access to VicRoads registration records.

The photos include a data box of camera location, time of day, vehicle speed etc., and are quite large, so that the vehicle number plate can be read if reasonably legible.

This is immediately checked against the vehicle make, model, type and colour.

If it agrees (which nearly always happens!), a keystroke confirms the offence; a further keystroke brings up the owner's name, etc.

This is rechecked and a final keystroke initiates printing and dispatch of the Traffic Infringement Notice, plus permanent

storage of the data on optical disc.

At two megabytes per image, this is quite something.

There are 10 work stations, with two-shift operation, allowing at least 10,000 cases to be handled every day, although the actual number is normally much less.

Further software development is in progress using optical character recognition so that an extra box can be included in the photos, showing an enlarged and possibly enhanced view of the number plate.

Be careful; deliberate impairment carries a fine of \$1000 and 12 months licence suspension.

Company vehicles may be subject to suspension of their registration for three months.

The whole business is most impressive, and not surprisingly it is being licensed overseas.

The program was set up in only six months, by a team of six, with all possible items outsourced; some 46 firms are involved.

It has been an outstandingly successful initiative. The establishment cost was about \$22 million, including about \$15 million capital, while the savings to the community are in the range of \$200 to \$400 million per year in money alone.

— Patrick Russell
Young
Hon. Sec. Mechanical
Branch

(From the "Chartered Engineer", Victoria Division of the Institution of Engineers, Australia)

LAKE MOUNTAIN SNOW RIDE

Sunday 26th July 1992

18 bikes, 23 people

GSXR 1100K	Michael Chan	- resplendent
GSXR 1100K	Carl Merz	- traded CBR for new killer K wobbled above 120kmh
GSXR 750	Andrew Baker	- big slide heading up Lake Mountain
ZZR 1100	Kylie & Ferdi	- aren't they members yet?
VF 1000	John van Dorp & Izzy	- "taking it easy"
GPx 750	Steve Leyland	- snow ball fight target
FZR 1000	Eric Merz & Nadene	- clocked up 60,000 km on FZ
CX 500	Andrew Kennedy	- 8,700 rpm equates to 170km/h
VFR 750	Ian MacInnes	- feet down slide out of Marysville
GPz 550	Margaret Shelley	- surprise birthday party the night before
R100RS	Rob Langer	- CBR 9000R and FZR 1000 too clean to ride!
FZR 600	Eric Makin	- left at Marysville
FZR 1000	John Clowes	- left at Marysville
KLE 500	Ray Thomas	- walked to summit!
FJ 1100	Luke Richardson & Anita Gouthro	- scraped bellypan (last section) - "not a nurse"
XR 600	Les Leahy	- rear rider to lake Mountain
Spada	Tom Demosthenous	- rear rider from Lake Mountain
ZX 10	Ben Warden	- leader.

I arrived early at KBCP. It was a perfect winter's day - not a cloud in the sky, the sun streaming down, and a relatively warm 13°C forecast with no wind.

Les, mounted on his immaculately clean XR 600, generously took up station at the rear of the group. It was to be the usual route to Yarra Glen via the Kew Boulevard, Warrandyte, and Christmas Hills. There seemed to be a bit of a delay getting to the Bouley which I presume was the normal right-hand turn hassles at the corner of Hoddle and Johnson Streets. The bikes don't trip the green arrow sensors. This gave me time to ponder the joys of being back on the bike again, after the recent week's excitement.

A wrecked ZX 10 turned up in the Trading Post, same year and colour scheme with 17,000 km on the clock. The bike had been stolen, crashed, stored at the Ballan police compound and then well-chewed by the police guard dog. I wanted the engine and various other bits and pieces and picked it up Monday night on a trailer. The question was whether to ride mine for another 30/40/50 thousand kays or swap motors and sell the old one.

On Friday, four days later, leaving the work carpark, I rode over the metal sensing speed hump. It is meant to stay down for five seconds, or until the vehicle has crossed it. It didn't. It guillotined the fairing bellypan and ripped out the sump plug. Eight hundred and sixty two dollars by the time you throw in trailer hire, fairing, sump, oil and labour. Work will cover the costs, providing I sign away my life.

Tuesday afternoon I trailered the bike home. Wednesday I dropped both motors out and installed the "new" one. Thanks Gary Clifton for helping at the vital lifting stage. Uncannily my brother turned up returning a timing strobe light and helped get the first mounting bolt aligned and "started".

Thursday morning I just added oil, coolant, clutch fluid, ran it for a while (started first stab), eliminated the leaks, and put the fairing back on. Then rode to work.

But it handled strangely. I thought it was because both tyres were covered in oil (after rolling backward and forwards a few times through the various dumped sump oil pools - two engines' worth). I gave it the berries down the Eastern freeway (noting the extra gee-gees and engine braking!) trying to get some heat into the tyres to sweat the oil out (that was the theory anyway) but it wobbled badly, so I went faster, and it headed for a tank slapper. So I dribbled home.

Worked Friday night and Saturday until 4.00pm, all the while pondering: Did I shim the engine to the wrong side? Did I do up all the bolts - is the engine sloshing around in the frame? Has the rear shocker carked it? Are the wheel bearings knackered? Are those steering head bearings too tight? I wanted to go on Sunday's ride and to the party that evening.

Ten pounds in the rear tyre! One large nail through the guts. All was explained. What a relief. Just plug the hole and hope it stays up. It did.

At Yarra Glen we picked up the second half of the troupe. It took a while to get going again as people enjoyed the bright sunshine and each other's company. We headed straight for Lake Mountain via Healesville, The Black Spur, and Marysville. At the ticket office I negotiated a \$3.00 to \$2.00 price reduction for the group.

Parking at the top carpark was relatively simple. There wasn't nearly as much snow as in previous years. The sky was still clear, providing a view from the summit, the first I can remember; except that it was hardly worth looking at - just obvious signs of logging.

Eighteen people trekked to the summit, some 1km from the carpark, where the obligatory snow fight was waged. Even a certain life member became embroiled. A good time was had by all, except possibly Rob who suffered a few minor facial scratches from an icy snow ball. He took it on the chin though.

Back to Marysville for a well-earned lunch and petrol for those in doubt. The bikes littered the footpaths amongst the childrens' playground furniture. Bikes everywhere. The majority of the people thought the eatery was fine.

The roads beckoned, the sun still shining brightly. Off to Buxton via the good road we headed. I contemplated stopping at the lookout just past Taggerty, but could feel the magnetic pull of the Molesworth road beckoning. Onwards!

I think everyone was having a particularly good time, either going slowly and enjoying the scenery, or going very fast enjoying their bike and the big sweepers. I certainly didn't have long to wait on corners.

We dribbled along the highway to Yea (well some did) aware that the constabulary could be lurking, and then it was onto the magnificent Flowerdale road. For those lucky enough to be on the ride, cast your mind back to "Junction Hill" and later the series of 60/70 km/h uphill corners running into Kinglake West, the break-up point. Grouse! Afterwards I swear Michael Chan was talking 13 words to the dozen, Luke had scraped his fairing, and everyone was on an adrenalin charged high. For half an hour or so people talked and relived the ride before taking various devious routes home, lusting for more corners.

Andrew told me about this great road from Whittlesea to Wallan he had discovered i.e. the Whittlesea-Wallan Road. So I told him about the 13 consecutive sweepers in Whittlesea which Ian Payne took us on recently. It was on!

By the time we had been up and down the 13 corner stretch three times and then looped around to the Wallan-Whittlesea Road the sun was getting low and the coolness settling in. It was grouse. Back home for a coffee and some of Vicki's still warm chocolate cake.

I think I'll give the beast a full service this Saturday.

Ben (ZX 10)

P.S. Any side car enthusiasts out there looking for a ZX 10 motor?

"NOT THE HUME HIGHWAY"
(2-8-92)

Riders present - 25 bikes, 30 people:

ZX10 - Ben & Vicki	GSXR1100 - Michael	GSXR1100 - Carl
GT750 - Peter	GPZ550 - Margaret	TDR250 - Andrea
FZR600 - Darryl & Josephine		Spada - Tom
CBX750 - Ian	CBR1000 - Martin	CBR1000 - Gary
VF500 - Anita	XJ900 - David	XJ900 - Ian & Kerrie
XJ900 - Garry	XJ900 - John	RZ350 - Geoff & Ben
R100GS - Tom & John	KLE500 - Ray	FJ1100 - Luke
XR600 - Les	CB1100RC - Andrew	

Visitors:

GPX250 - Campbell	GPZ900 - "Bear"	GSXR750 - Tony
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Les Leahy and his stumpjumper lead out with a sedate and controlled Peter P and GT750 bringing up the rear. The day started overcast, cool and promised mostly fine conditions. Of first worthy note must be our visitor, Tony, on the GSXR750 who joined the ride as his second choice of the day. First choice of "ride" was a visit to the local brothel which was open but being early the girls weren't - up that is. Tony did the ride all day with no gloves - no mean feat. Surely he was lucky that all he had caught by the end of the day was frozen fingers.

Luke (FJ1100) and Ian (CBX750) both missed the start and headed to Nagambie to meet up at lunchtime (I missed the start because I was in NSW - Luke). Les led us out of town via Tullamarine Freeway, along the Mickleham truck bypass out to Beveridge. A few open kilometres soon allowed those behind the two strokes to see the road ahead. Andrea's R80 had died and is awaiting a rebuild hence the TDR. Ben was all smiles as his ZX10 had benefitted from a new heart - an almost 'new' 17,000 km engine.

Les soon showed the benefits of leading the ride. Dirt bikes naturally home in on dirt roads and on the sections around Beveridge to Merriang, Wandong and onto Broadford a number of sections were found. Tom Saville on the bulk wide 100GS created huge dust clouds. This proved to be a very successful technique for staying in front of other riders - as Tom showed all day. I had some doubts for a while if I was on the right bike - the do anything CX500 was home.

A teabreak was taken at Broadford - very thankfully as with coffee and food, warmth returned back to toes and fingers. Out of Broadford we headed to Pyalong vicinity and then Tallarook. The roads were good with bumps and twists enough to keep all interested. We turned at Schoolhouse Lane, went alongside the freeway near Seymour to Northwood. "Bear" wearing his army greatcoat for warmth did a great impression of the caped crusader as he went by. Gary Clifton was happy to show all the benefits of cruise control, although he does have more weight than most of us to assist with no hands steering. He also revved next years fashion in Dri Rider pants.

We bypassed the Mitchelton Winery and into Nagambie for lunch and Luke and Ian. One of the Nagambie locals was so impressed with the bikes he showed us his monos on the lake for entertainment. Carl continued to find rides with his GSXR1100K much busier and less boring than his ex CBR though he no doubt faced the after lunch long straights with a gentle throttle hand and a heavy heart.

We left Nagambie and headed towards Locksley then Avenel to Seymour. This section gave the chance to clean out exhaust pipes and squash bugs. Martin briefly thought his CBR had become a Suzuki then discovered the real reason as he backed off at 250 kmh and the weight came on the front tyre. A shakey Martin found a flat tyre the fault - soon fixed by the repair outfit.

I had the 1100RC wound out at 9,200 rpm in top - this gave a wonderful view of Tom D and Michael C making slow weaves down the road and improved my pulse rate no end.

From Seymour we cruised across the pedestrian bridge, detoured to Tallarook, crossed the freeway and into Broadford. A nervous Martin after a few checks to see his tyre was staying up only needed a little encouragement to wind out the CBR again. We went via Wandong Road, Wallan turnoff to Whittlesea for breakup. This the weather did as well with Melbourne its usual self. It was a good fun run and no major expenses for anyone.

Andrew - CB1100RC

Try the Triumph Trident



"We did"

MALDON - 19/7/92

9.20am on a cold, overcast morning and the group is starting gather. These are the intrepid souls who will defy the roads and conditions to follow Adam on a trek through the wilds to Maldon. But first, we had to get to Whittlesea, which wasn't a problem. The problem was that the group waiting for us were not at the service station where we stopped. A minor detail only, quickly resolved, and the final tally was:

Adam (L)	CBR1000	Simon	Spada
Gary C	CBR1000	Eric	FZR1000
Martin & Karen	CBR1000	Jon R	K100RS
Karl	CBR1000	Rob	R100RS
Michael C	GSXR1100	John B	XJ900
Tom D	Spada	Campbell	GPX250 (2nd ride)
Geoff & Ben	RZ350	Nick	GT550 (2nd ride)
Bob & Richard	FJ1200	Ian P (R)	XJ900

and me

Leaving Whittlesea with warnings of narrow roads and the need for caution, everyone took note and proceeded carefully - mainly because the further we went and the narrower the road, the wetter it became. We pulled into Romsey in the nick of time! Any further before a tea stop would have seen several toes removed due to frostbite. Happily that unpleasant prospect was avoided as we thawed out in the warmth with the aid of home-made pies, sausage rolls and hot chocolate.

Once outside, wet weather gear was donned by the last of the hardy souls who had retained their optimism. Obviously, optimism was out - rain was in and wet roads the order of the day. Only one, who shall remain nameless, wimped out at the prospect of less than perfect conditions. Claiming the necessity of working on a bike, Michael pulled out and headed home while the rest of us bravely forged onwards.

From Romsey through Lancefield, we turned towards Mia Mia along a road that had some nice sweepers, many variations in width, and moss growing in a number of places. Very interesting! After a short stop to view the monument to the first motorised flight in Victoria (1910), we continued through Redesdale, gradually wending our way to Maldon for lunch.

Maldon was a welcome sight indeed (dangers of frostbite again) with the bikes taking advantage of the undercover parking available - wheel to wheel under the awnings to get out of the rain. Most of the group then headed for the pub and (supposed) open fire, ostensibly to thaw out, while others headed for any place that offered chairs and tables inside. It was during this period, with the circulation slowly returning, that the sun came out and promised improving conditions for the afternoon. It was sufficiently encouraging to warrant a walk up and down the main street of town, followed by a leisurely procession to the local servo and we were now gathered and ready to continue our adventures.

A quick spurt up to the lookout, climb up to see the view (that should aid digestion) and then back down again, heading towards Newstead, Hepburn Springs and Daylesford. Most of this stretch saw dry roads and the pace picked up somewhat but down through the forest we came back to wet, slippery conditions, so the pace dropped a bit and caution once more played a major part. Through Trentham and Blackwood, we pulled into Ballan for afternoon tea - and another chance to thaw out.

Observing very large, very black clouds overhead we once more got the bikes underway in an effort to outrun the threatening storm, and succeeded for the most part. A fairly steady run down the freeway, some times a little more enthusiastically than others, and we arrived at Deer Park for our break up. The only incident being when Simon followed some other bike down the Melton exit, but he did manage to catch up with the rest of us at Deer Park so there was no major drama.

All in all it was a very enjoyable day and, for a first time leader, a well planned and balanced route. Well done Adam! What further adventures do you have planned for these valiant beings who followed you so fearlessly into dangers unknown?

Megs (GPz550)

MTCV Attendance Table Discussion

4.8.92

Most rides I attend I try and gather a list of names and riders so as to generate the table over the page. Other sources of data are the Club Magazine and the people who do the writeups. This table is only as accurate as the data supplied. I would appreciate members pointing out errors so that the records can be ammended.

Due to the "unclean" nature of the data, difficulties arise when meaningful information such as basic averages and various totals are extracted from the raw data. A number of arbitrary decisions have to be made, some of which I will try to explain:

When is a member a member? For the purpose of this discussion, "new" members who have joined part way through the "Club year" are counted in the "Members" column for every function they attended, remembering that they must have attended at least three functions (as visitors) before they were eligible to become members. (It is too difficult and time consuming to work out exactly when they became members.) In other years I have included "old" members - members who failed to renew, yet still attended rides, as members. This year it is strictly members only. Hence there are 93 names listed, the nominal membership for the 1990/91 Club year.

I have drawn a distinction between **function** and **ride**. By function, as in Club function, I include all possible Club events such as BBQs, restaurant nights and ordinary Sunday rides. By ride, as in Club ride, I mean the typical Sunday's ride where everyone travels by motorcycle. (There are a couple of rides where some members have arrived by car, but their effect on the calculations is minimal.)

What constitutes attending a ride? For the purpose of this discussion, anyone who travelled part way of the ride, or met the group at the destination (especially weekend trips) I considered worthy of an "X" or "P" (P - carried a pillion). This covers the extremes of say "Fred Nerk" who *never left a ride* to "Joe Bloggs" who say, travelled only the first leg of a number of rides.

How best to count visitors? Last year I mulled over this problem for days, if not weeks, especially after one of Jon Riddetts's articles made some interesting claims about the rise in the number of visitors. In the past I had counted everyone who was not a member as a visitor. This lead to a grossly inflated "Visitors" column - full of all the regular non-member pillions, and those regular riders who were not members.

This year I have completely forgotten about that logical thinking and as a result of only counting true members, all the pseudo members - people who go on a lot of rides but aren't members - are statistically lost. These people include Kylie and Ferdi, Gary Lugg, Iain MacInnes, George Lardas, Simon Locke, Carl Merz and the various girlfriends/ regular pillions. Happily a lot of these people have joined this year.

From a rider's point of view I had decided that the number of "visitors bikes" was more relevant than the actual number of visitors. For example, 2 new couples and a friend turn up one Sunday on 3 bikes. On the road it is the three strange bikes you notice and are wary of rather than the five new people. It is the visitors who are most likely to bungle the corner marking system, pass inappropriately, or fall off. They are unknown quantities.

For the heck of it I decided to record the crashes and see how many members versus non-members decked it. Of course, how do you define a crash: Personal injury? Cosmetic damage? Bike totalled? For the purpose of this document, if you even ran over a dog, you scored. For those who reckon they deserve a big "C" or think some else has been missed, please don't forget to inform me.

I also recorded all the leaders of the rides. This will be more significant next year with the introduction of a new points system for determining the Club Person of the Year, when both leading and rear riding will count. See article elsewhere for more information.

Bearing all the above in mind please read on:

The Club membership has increased steadily from 54 in 1986/87, 55 in 87/88, 59 in 88/89, 75 in 89/90, 85 in 90/91 to 93 in 1991/92. The marked increase in Club Membership, improbable in these depressed economic times, may be attributed to the advertising campaign of the last couple of years, notably in Australian Motorcycle News, and the distribution of Club Itineraries around bike shops, etc. especially at the Honda Training complex (HART). Last year I wrote: "The Club no-longer advertises in AMCN and it will be interesting to note the change, if any, on membership numbers." Well, the Club continues to grow, albeit at a slightly slower rate. We now don't even leave itineraries at HART, and economic conditions are even worse with unemployment something like 10.8 % nationally.

There were 59 Club functions, of which 54 were rides; 3 up from last year in both instances. The average number of *people per function* was 25.2 (up 1.9 on last year which was 3.6 up on the year before that). The 25.2 people per function consisted of 18.0 *members per function* and 7.2 *visitors per function*. The ratio of members to visitors (per function) is 18.0/7.2 ie about 2.5, down 0.1 from last year.

The average number of *members per ride* was 17.6, up by 1.9 members from last year, which in turn was 0.4 up on the previous year. This average does not include the FirstAid, Maintenance, Christmas and GP barbecues, the pancake parlour night or the dirt weekend since many members travelled by car.

The average number of *bikes per ride* was 18.9, up from last year's 18.3. Functions not included in the calculation were as above. The 18.9 *bikes per ride* consists of 15.5 *Members' Bikes* and 3.4 *Visitors' Bikes*. The ratio of members bikes to visitors bikes (per ride) is 18.9/3.4 i.e. about 4.6; was 3.4 last year.

The most popular function throughout the year was the Christmas BBQ (43 mems) as per every other year.

The best attended weekends were the Bogong High Plains / Tallangatta (23 mems), Adelaide (19), Wilsons Prom (18), and Avoca (16). The Club Christmas camp at the Grampians (16 mems) was well down on last years with 25 mems. The least well patronised weekend was the Water skiing weekend (10 mems). Something about waterskiing in wintery May that doesn't appeal.

The top 10 rides were Mini-Golf (26 mems), Yea Navigation Trial (25), Toolangi (25), Anakie Pottery (25), Eildon (24), Cape Schanck (24), Abseiling (23), Organ Pipes (22), Penguins (21) and Smeaton Watermill (21).

The least well attended rides were Powers Lookout (Whitfield) with 5 members, the Border Run (6) and the Dirt Ride (9).

If you require more explanation or clarification of some aspect of this article please don't hesitate asking me.

Ben Warden

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Crashes, Non-mems

Abseiling
Border Run
Yea Nav Trial
Lake Mountain
Willow Grove
Toolangi!
Smeaton W'mill
First Aid BBO
Reefton
Pucka Tanks
Mirboo Nth
Maint BBO
Economy Ride
Mt Buller
Horse Riding
Elidon
Super Bikes
Avoca
Switz' Ranges
Adelaide
Cape Schank
Mt Sabine
Dirt Weekend
Maldon
SPORT Course
XMAS BBO
Brunton Brdge
Spurs
Relics
Gramp Camp
Whitfield
Kilcunda
Penguins
Great Ocean Rd
Bogong/Tallang
Megs Meander
Organ Pipes
Walhalla Crkt
Night Ride
Gliding
Broadford
Wilson's Prom.
Dirt Ride
Anakie Pottery
Hepburn Spring
K'lake/C/Classic
GF BBO
Kosciusko Trip
Point Lonsdale
Bass Hotel
Snobs Creek
Water Skiing
Yum Cha
Mini Golf
Swan Hill
Moondarra Res
Pancake Parlor
Go Karts
Poker Run

x - attended the function

P - carried a pillion passenger

p - was a pillion

L - ride leader

C - crashed motorcycle

93 Members

Ben Warden